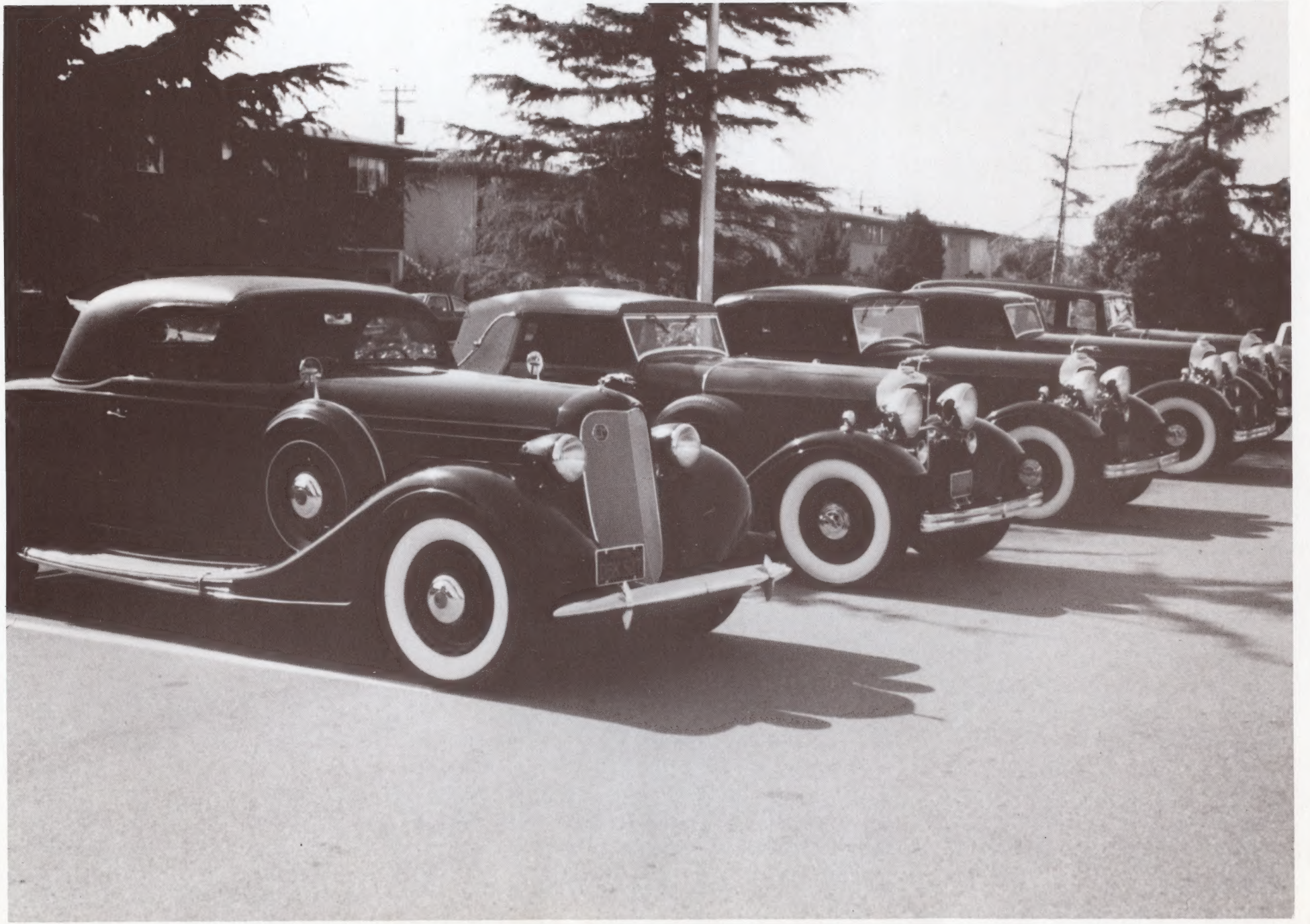
The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

VOLUME 19 NO. 6 NOVEMBER-DECEMBER 1980





The Fork & Blade
(USPS 055-430)
Lincoln Owners' Club Inc.
P.O. BOX 189
Algonquin, Il. 60102

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Rick Zobelein

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftmanship.

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EDITOR
FORK & BLADE
2510 Alameda
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June 15 ..... July-August Issue
August 15 ..... Sept.-Oct. Issue
October 15 ..... Nov.-Dec. Issue

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1923 Brunn Phaeton
Rick Zobelein

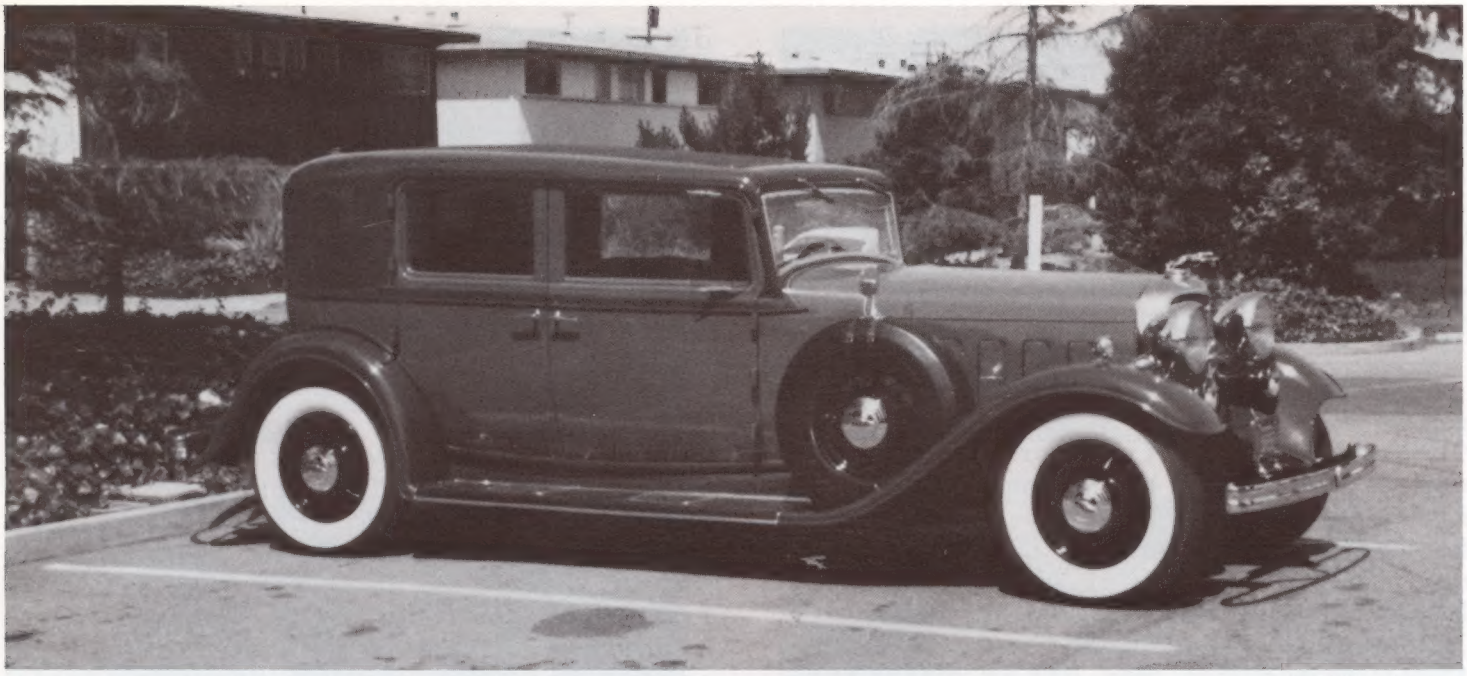
Special Projects

1. 1924-1930 Lincoln Service Bulletins	$30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.



Every restoration has a few "bugs" that need to be worked out!



1932 5-passenger Sedan *(Best of Show)* J. Riffenburgh

LOC WEST 1980 NATIONAL MEET

San Mateo, California

Photos by T. Nill

Northern California was the site of the 1980 LOC National Meet and a great success for all who were able to attend.

Billed as a three day event, with enough activity for four, most of the action took place on Friday. Our "out of town" members arrived Thursday night, having driven up from Los Angeles in caravan style, lead by Tom Powels, the LOC Western Area Director. This group consisted of about ten cars from Southern California and a group of very weary travellers who wasted no time finding their way to the hospitality suite for some liquid (100 proof) refreshments provided by Meet Chairman Rick Zobelein. We were also honored by a visit from several LOC members who flew in from Canada, making the LOC Meet part of their vacation itenerary. In fact, one of them, John Magill and his wife,would not leave empty handed. They didn't bring a Lincoln, but before the weekend was over they had purchased an "L" sedan and made arrangements to have one of the local LOC members deliver it back to them for Hershey.

Early Friday morning, the stars of the show began to arrive. Before noon, almost forty cars had assembled in the back lot of Dunfey's Hotel in San Mateo. Judging was well under way with Art Graver and Tim Nill reviewing the open L's, Bob Kipps and Ed Linotti judging the closed L's. Facing the "L" series across the lot, the "K" series proved to be the most difficult to judge as many were in excellent restored or original condition. Jack Passey and Lyle Finley tackled the closed series while Tom Powels and Bill Schmidt judged the open series.

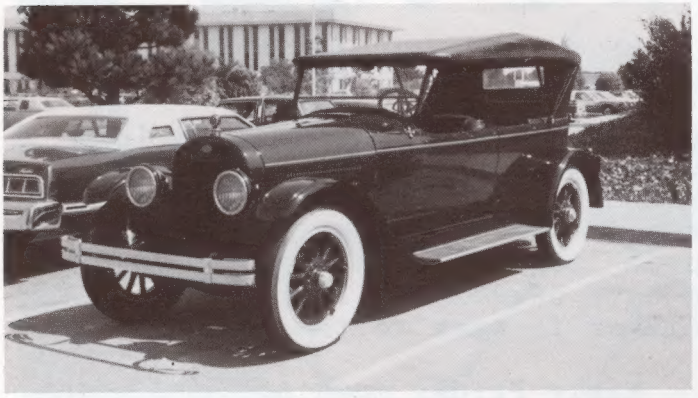
Surprisingly enough, many of the participants felt it really wasn't necessary to have a "trophy" meet as the day was so casual and low key. Most of the members were just elated at the chance to be together with their fellow Lincoln owners, inspect each other's cars, and be a part of the first LOC National Meet held out West.

That evening, before a delicous prime rib dinner, members were treated to a forty-five minute presentation given by Hermann Brunn. His topic was a history of coachbuilding with Brunn & Co. with special emphasis, of course, on Lincolns and their working relationship with Ford throughout the Classic era. An extra special treat was Hermann's slide presentation that touched on some of the well known examples of Brunn coach work that included a few surprises that most of us have not seen before. Again, the membership would like to thank Hermann Brunn for his presentation that took many hours to prepare.

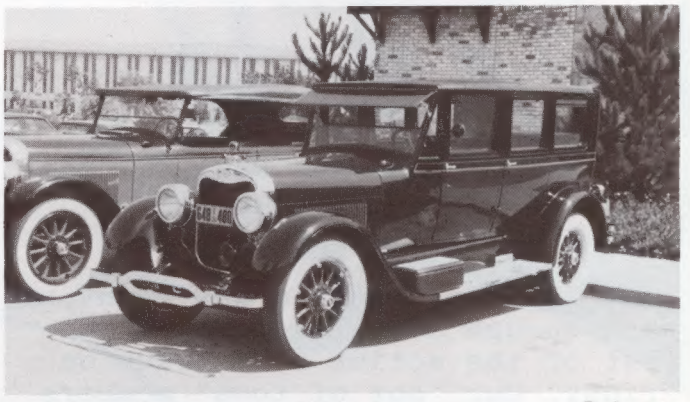
The dinner was enjoyed by everyone, especially by Tom Powels who received a surprise birthday cake decorated with none other than a Lincoln greyhound!!! Tom wasn't much on speech giving but he didn't waste any time cutting into the cake.

Shortly after, the dinner was called to order by Rick Zobelein and with the help of Tom, the trophies were distributed to the winning entries, some of whom were quite surprised! Best of Show went to a very fine 1932 KB sedan belonging to Jim Riffenburgh from Southern California. This was a very special trophy created by Tom and it drew many admiring remarks from the group.

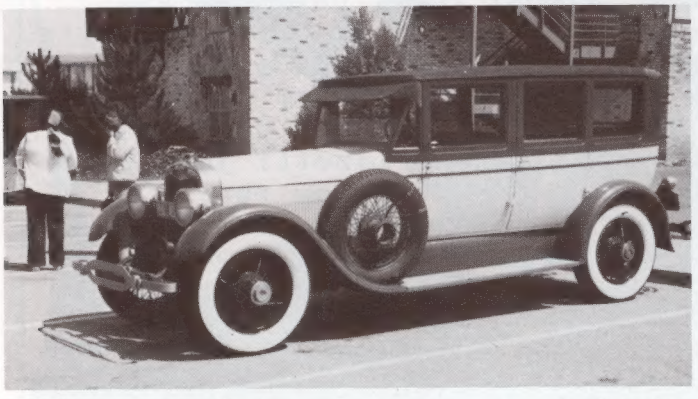
Saturday morning, LOC members together with the Pierce-Arrow Society as guests, toured from Dunfey's Hotel up to the Filoli



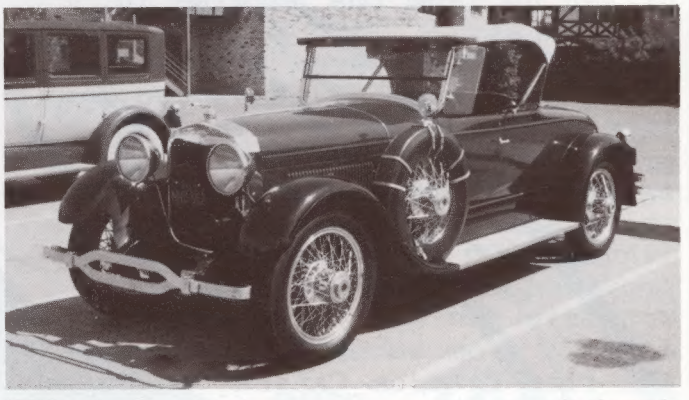
'22 Phaeton A. Graver



'25 Brunn 7-passenger Sedan S. Lehto



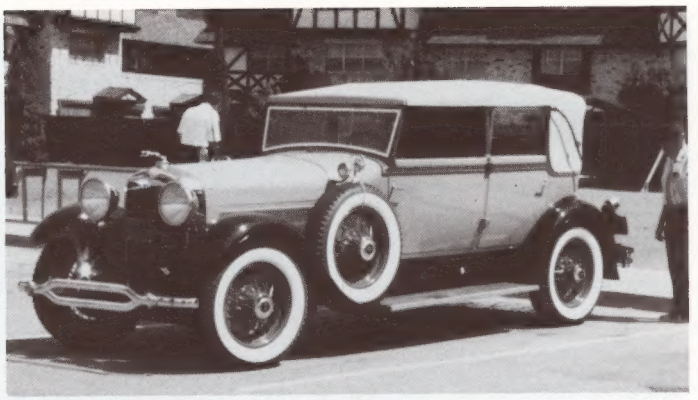
'26 7-passenger Sedan S. Cocoles



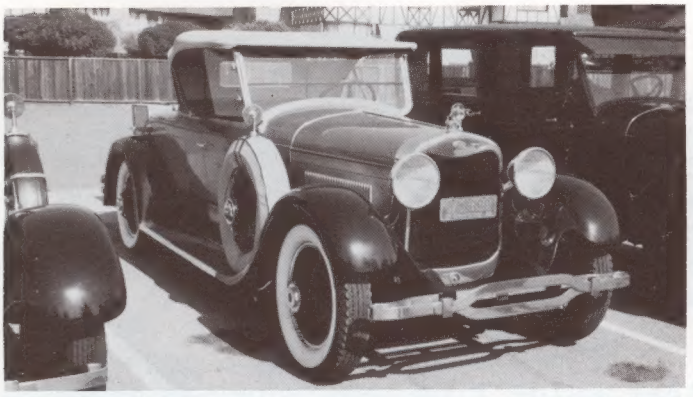
'27 Locke Roadster T. Powels



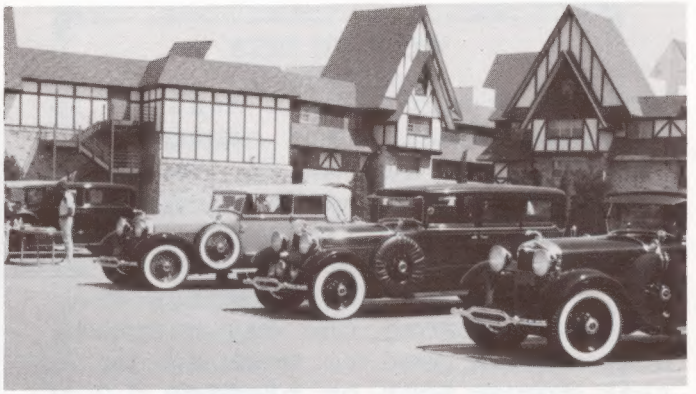
'27 5-passenger Sedan — E. Linotti



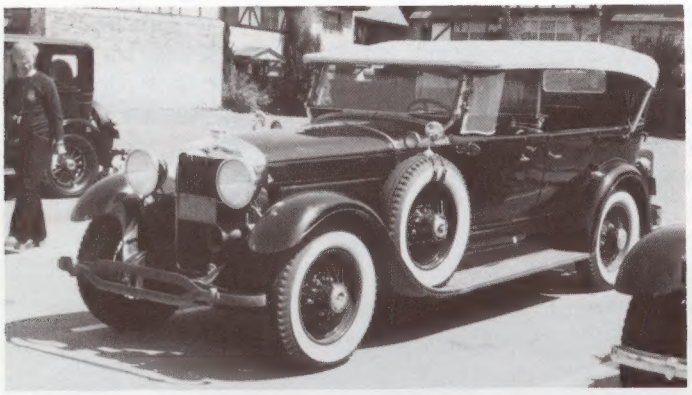
'30 Dietrich Convertible Sedan — T. Nill



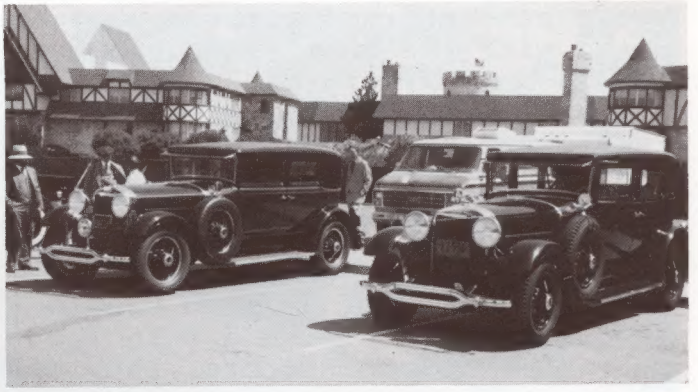
'28 Locke Roadster — B. Sohl



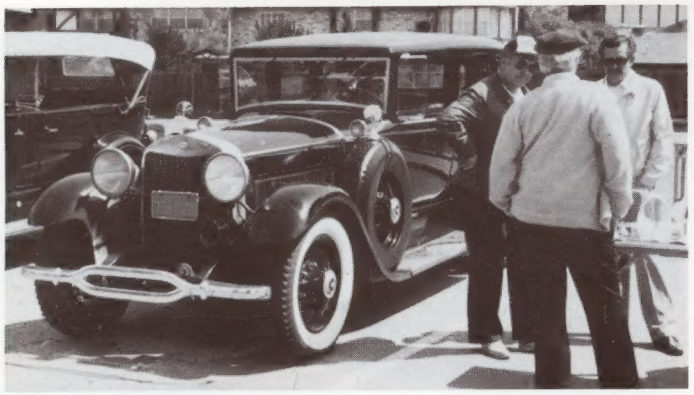
'30 7-passenger Sedan — D. Blaisdell
'30 Judkins Coupe — W. Pownall



'29 7-passenger Touring — R. Clifford



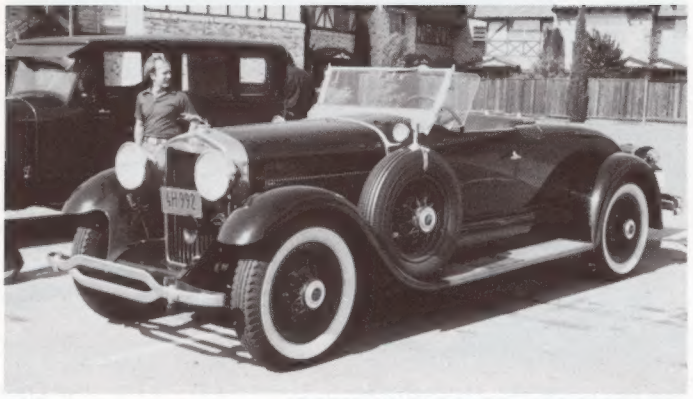
'30 Town Sedan — J. Weston
'30 Town Sedan — R. Zobelein



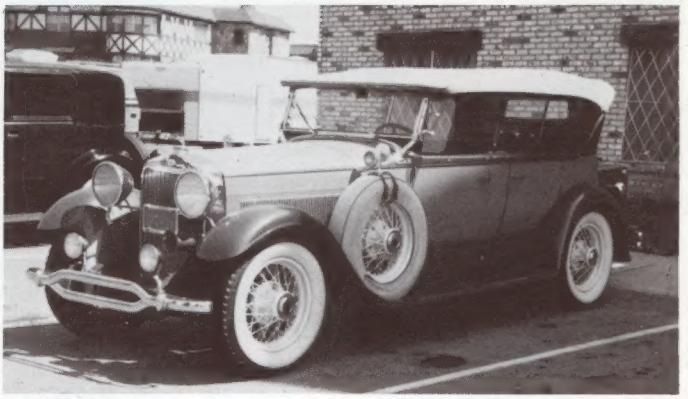
'29 Town Sedan — A. Graver



'29 Town Sedan — J. Rogers



'30 Locke Roadster J. Passey

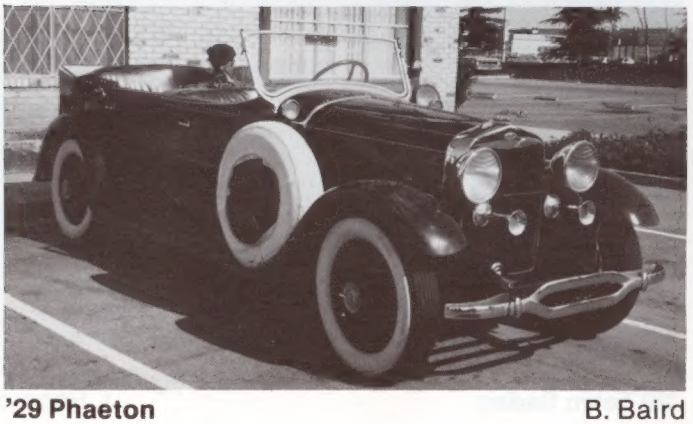


'30 Phaeton J. Riffenburgh

Estate, a magnificant mansion located in a beautiful country setting west of San Mateo. The tour proved to be quite interesting and provided an excellent chance for LOC members to get acquainted with their counterparts from the P-A Society. Before the day was out, everyone agreed to meet again next year for a tour or picnic.

Sunday was Pebble Beach, a very tense atmosphere for those who competed with the best: five one hundred point cars in one class, two of which must be cast aside while the remaining three fight for first, second, and third place! This type of competition did not interest most Lincoln owners; the majority had participated on Friday at the hotel and did not tour to Pebble. The half dozen who did take the tour were not to compete, they were placed in a beautiful display area on the Polo Field across from the DelMonte Lodge where the concours was held. All told, it was the end of a great weekend of activities that would be very hard to duplicate again.

It was interesting to note, that aside from our Canadian visitors, all who registered for the Meet and all cars attending were from California!!! There were a few people from out of state but they came as spectators and not as participants. Where were all the cars from the Pacific North West and those eager members from the East and MidWest who promised to attend a western LOC National Meet??? Wherever they were, they missed a gathering of Greats, a study of precison and excellence, now just a fond memory.



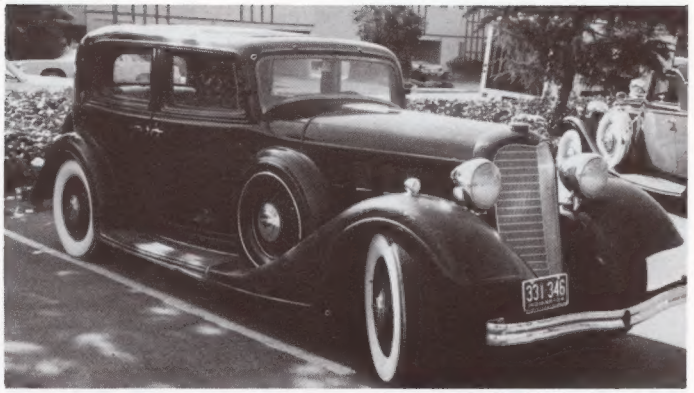
'29 Phaeton B. Baird



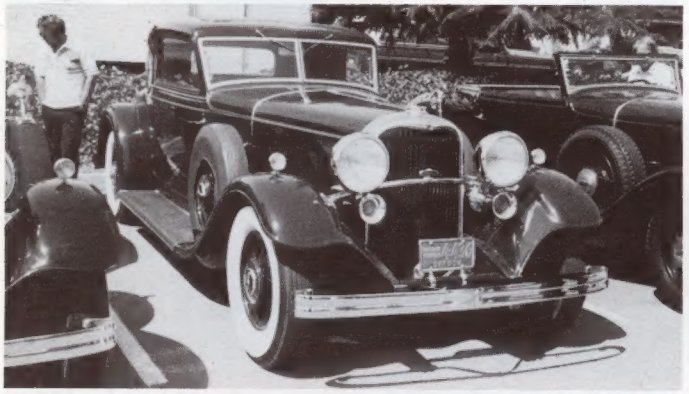
'32 LeBaron Roadster J. Weston



'32 LeBaron Roadster M. Cormany



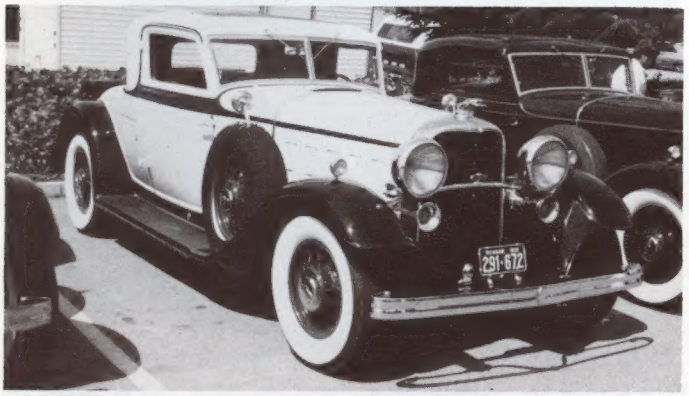
'34 Sedan R. Harkleroad



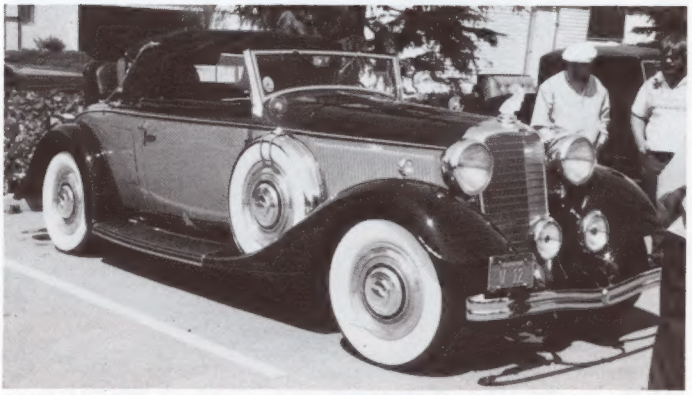
'32 Dietrich Coupe J. Weston

BEST OF SHOW
J. Riffenburgh

L	K
— OPEN —	**— OPEN —**
1. B. Sohl	1. R. Miles
2. A. Graver	2. T. Watling
3. J. Riffenburgh	3. L. Finley
— CLOSED —	**— CLOSED —**
1. W. Pownall	1. W. Shearer
2. E. Linotti	2. L. Finley
3. D. Blaisdell	3. B. Schmidt



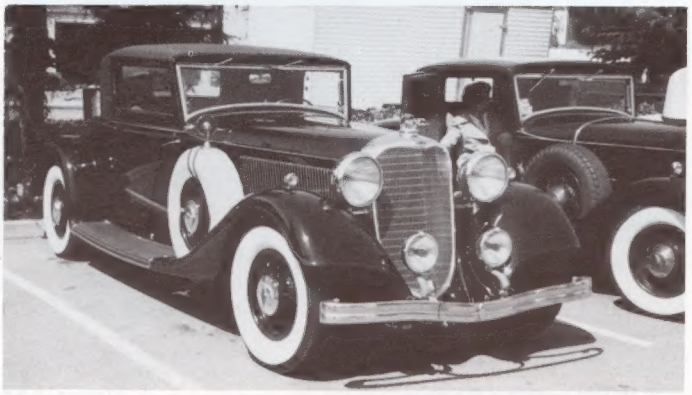
'32 Dietrich Coupe M. Graver



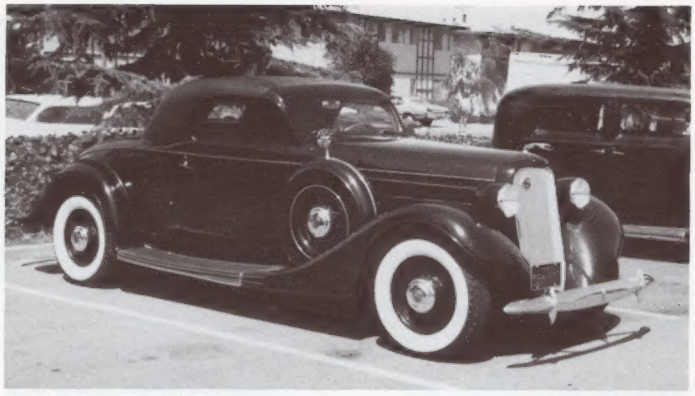
'33 Convertible Roadster R. Miles



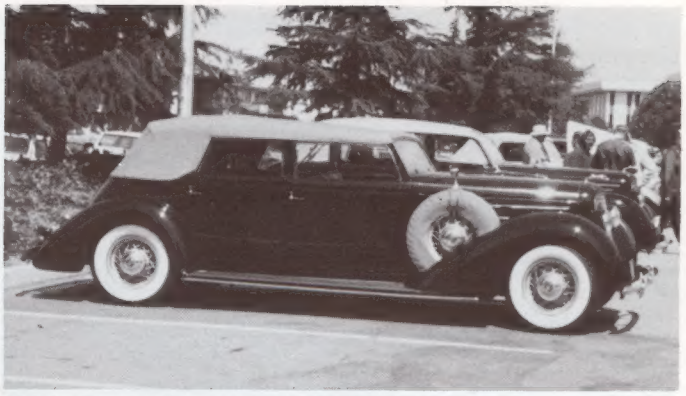
'32 Judkins Coupe D. Gunther



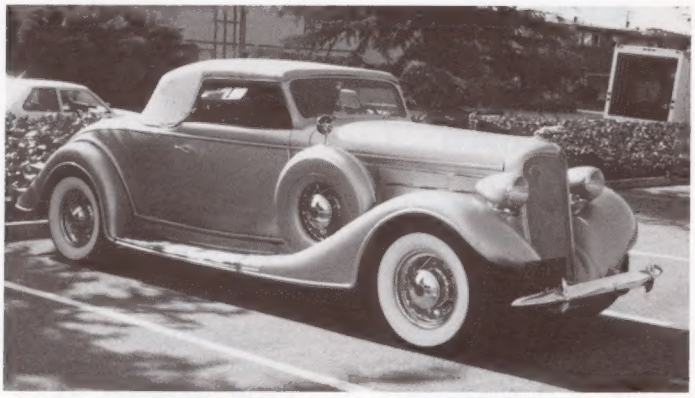
'33 Judkins Coupe L. Finley



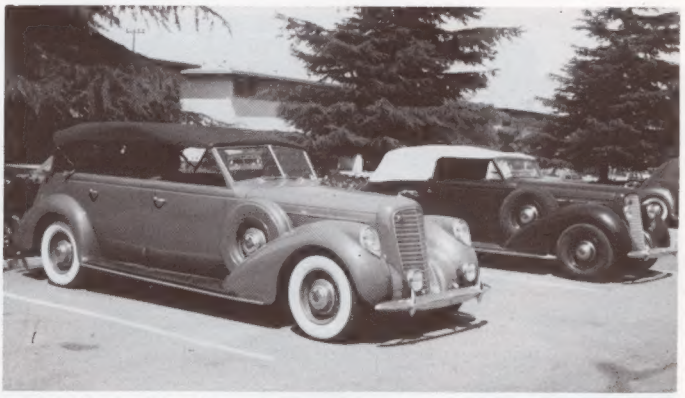
'35 LeBaron Coupe B. Schmidt



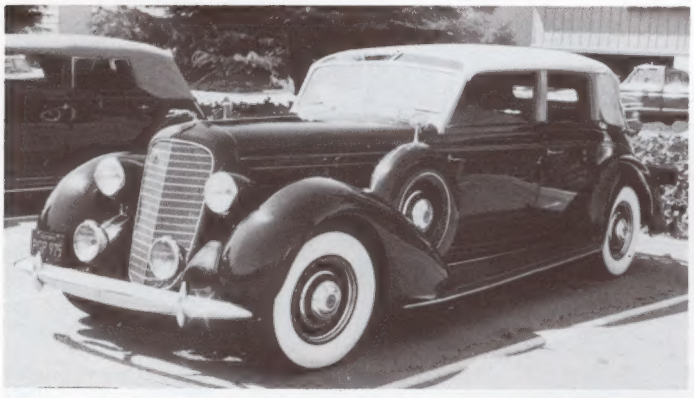
'36 LeBaron Convertible Sedan L. Finely



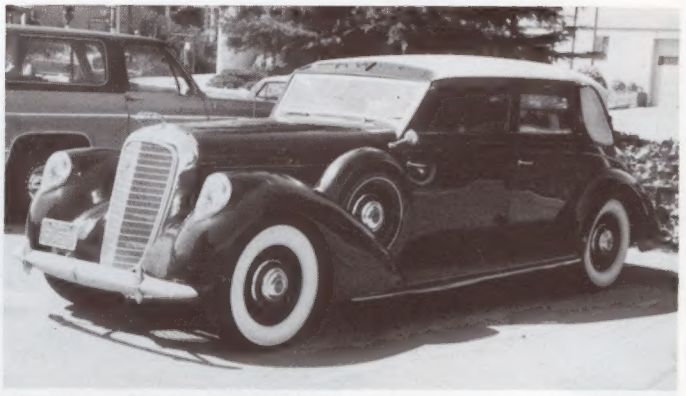
'35 Convertible Roadster T. Watling



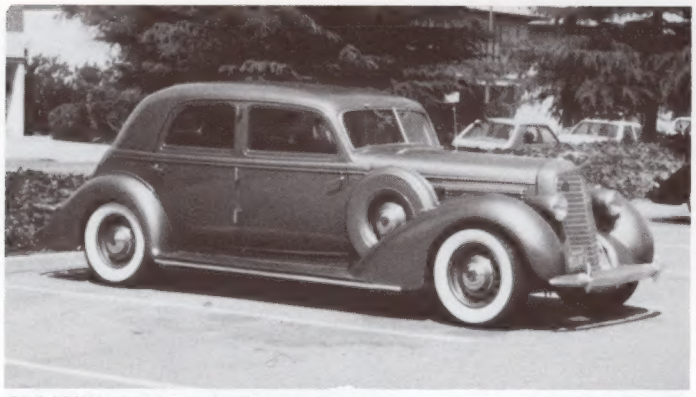
'37 Willoughby Touring C. Jones
'36 Brunn Convertible Victoria J. Finley



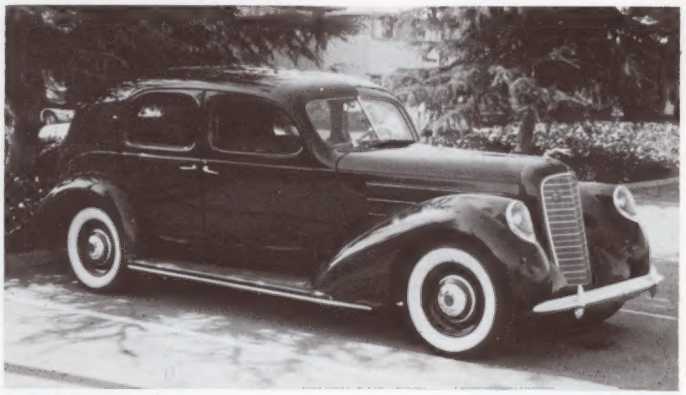
'36 Brunn Touring Cabriolet W. Shearer



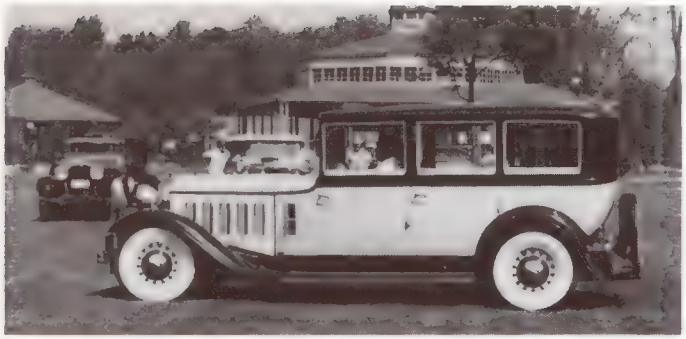
'37 Brunn Touring Cabriolet F. Golisch



'36 Willoughby Sedan L. Jennings



'37 Willoughby Sedan J. Milliken



Lincolns On The Blue Ridge CARavan

When our able and diligent L.O.C. Fork & Blade Editor called me just before our starting on the Blue Ridge CARavan, he wanted to know why more of the Ford Country folks were not showing up for the LOC West National Meet. I assured him that, while we could not make it to California, we would do our best to represent Lincoln on this previously committed(1979 CARavan carried over to 1980) tour down South.

There were three Lincolns participating in the CARavan: 1927 L, driven by Albert & Ginny Fink; 1933 KA, driven by Charlie & Sandra Waggoner; and a 1932 KB driven by Susanna and I. Unfortunately, before the CARavan began, Dr. Charlie Somers freshly restored 1939 K encountered engine problems and could not be driven. We were treated to a look at tha that beautiful car in Gatlinburg when it was rolled out of Dr. Heath's covered car trailer, where it had reposed for a couple of days after being imobilized. "Tough luck Charlie, but there's always a next time."

Even though outnumbered ten to one by late model Packards and Cadillacs, be assured that we were right up front when the twenty mile mountain grades of the Blue Ridge Parkway and the high summer temperatures hit; you might say it separated the men from the boys, or something like that. Charlie Waggoner did a minor temporary repair job enroute; his rear motor mounts suffered a rubber/steel separation, but he was able to chain them down to finish the tour. Fortunately, he knows of a source for remolding the rubber to the mount. Our KB limped a bit on a couple of the longest and hottest grades due to vaporlock. I taped the fuel line from pump to carburetor with some asbestos tape which seemed to solve the problem. Bert Fink's 1927 L always seemed to be zipping along, running just like a Lincoln!

Not to be overlooked, that all time great, Dick Chapman did not bring his Lincoln, but was himself there, helping out as usual. (Dick, I didn't run out of gas....even once!)

Two thousand mile CARavans are a test of any car and while Sue & I had a younger car that we could have driven, I'm happy that we took the Lincoln. The folks down South seemed to enjoy seeing it, and I am real proud of the way it performed. It seemed to be running even smoother and quiter at the end than at the beginning. These Lincolns are superior functional artifacts and all of them, form 1921 on up, will run on for ever with just a little modicum of tender loving care!

Looking forward to that LOC Meet next summer....See you there.

Your special CARavan Reporter

GERRY JOYNT

LINCOLN—1927-1928—All Types

SERIAL No.: from 40,001 to 52,999
SERIAL number on plate on dash under hood

CAPACITIES—Crank case 10 qts. Transmission 3½ lbs. Differential 6½ lbs. Radiator 30 qts. Gasoline tank 20 gals.

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Patents Pending.

CHASSIS

1. Spring bolts—Fluid lubricant.
2. Shock absorbers—Fluid lubricant.
3. Brake shaft—Fluid lubricant.
4. Steering knuckle bolts—Fluid lubricant.
5. Front wheel bearings—Pack with grease.
6. Steering knuckle tie rod—Fluid lubricant.
7. Spring bolts—2 places—Fluid lubricant.
8. Brake shaft—Fluid lubricant.
9. Brake shaft—Fluid lubricant.
10. Brake shaft—Fluid lubricant.
11. Spring bolts—2 places—Fluid lubricant.
12. External brake rocker shaft—Fluid lubricant.
13. Rear axle spring seat—Fluid lubricant.
14. Rear wheel bearing—Pack with grease.
15. Shock absorbers—Fluid lubricant.
16. Brake anchor stud—Fluid lubricant.
17. Spring bolts—2 places—Fluid lubricant.
18. Spring bolts—2 places—Fluid lubricant.
19. Brake anchor stud—Fluid lubricant.
20. Shock absorbers—Fluid lubricant.
21. Rear wheel bearings—Pack with grease.
22. Rear axle spring seat—Fluid lubricant.
23. External brake rocker shaft—Fluid lubricant.
24. Spring bolts—2 places—Fluid lubricant.
25. Brake shaft—Fluid lubricant.
26. Brake shaft—Fluid lubricant.
27. Steering connecting rod ball joint—Fluid lubricant.
28. Brake shaft—Fluid lubricant.
29. Spring bolts—2 places—Fluid lubricant.
30. Steering knuckle tie rod—Fluid lubricant.
31. Front wheel bearing—Pack with grease.
32. Steering knuckle bolt—Fluid lubricant.
33. Brake shaft—Fluid lubricant.
34. Steering connecting rod ball joint—Fluid lubricant.
35. Shock absorbers—Fluid lubricant.
36. Spring bolts—Fluid lubricant.

TRANSMISSION AND DIFFERENTIAL

37. Differential—Fill to proper level—Fluid lubricant—Capacity 6½ lbs.
38. Front pinion bearing—Fluid lubricant.
39. Clutch release bearing—Remove plate—Fluid lubricant.
40. Transmission—Fill to proper level—Fluid lubricant—Capacity 3½ lbs.
41. Universal joint—Fluid lubricant.
42. Clutch and brake pedal bearing—Fluid lubricant.
43. Starter operating shaft—Fluid lubricant.
44. Drain crank case.

ENGINE

45. Steering gear case—Fluid lubricant.
46. Front engine support—Fluid lubricant.
47. Fill crank case—Capacity 10 qts.
48. Distributor oil cup—Engine oil.
49. Engine fan bearing—Fluid lubricant.
50. Rear engine support—2 places—Fluid lubricant.
51. Starter—Generator (2 places)—Engine oil.
52. Water pump (2 places)—Fluid lubricant.

LINCOLN—1927-1928

The Market Place



All ads submitted for inclusion in "The Market Place must be related to those Lincolns that fall within the framework of the LOC.

FOR SALE

1933-39 V-12 headgaskets, $84.95 a pair, US funds, post paid, personal checks welcome. They fit 1933KA 3" bore using 1934-39 cast iron heads, and 1934-39 K series using cast or aluminum heads. All 1920-32 gaskets now sold out again! Sorry!
Contact: Mike Lynch, 18 Hastings Ave., Toronto, Ontario, Ca. M4L-2L2

1932 KB LeBaron Convertible Roadster, all original including upholstery and one-of-a-kind paint. 37,000 miles, complete and in running condition. $75,000.00 firm. (408) 779-7822. (Calif.)

1921-39 Lincoln parts from a very old San Francisco collection. Send SSAE for two page priced list.
Contact J. A. Weston, 31 Water St., San Francisco, Ca. 94133

1921-39 Lincoln engine parts. 117 pistons (many NOS FORGED pistons), 4 KA V-12 cyl. blocks, 43 connecting rods (some F&B style), unidentified body parts. Shipping available.
Contact: D. Mayerson, 2112 Addison St. Berkeley, Ca. 94704. (415) 843-2912 evenings.

1933 KA Four door sedan, all original condition, runs very good, complete in every detail except for one side mount cover missing. Original upholstery and floor mats, no rust. Excellent car to restore. $12,500.00.
Contact: Gordon Knott, 8525 NE Duddleson, Portland, Ore 97220. (503) 254-3632

Services If you are thinking of having your classic restored, write or call for our distinctive color brochure. We also offer special services such as brass sleeving of brake cylinders and custom made spring covers in metal or top quality leather.
Contact: White Post Restorations, White Post, Va. 22663. (703) 837-1140.

WANTED

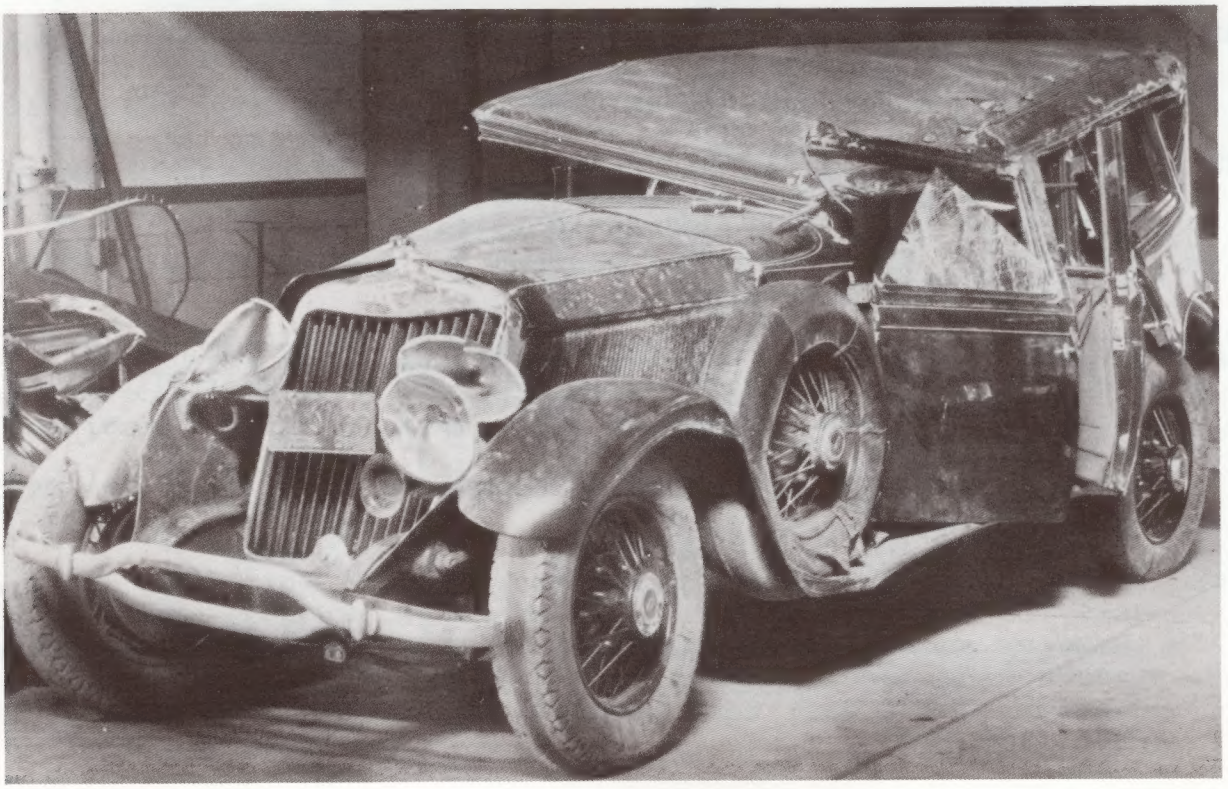
1930 L — Starter-generator in useable condition, plain radiator cap for use in storage.
Contact: Walter Knopf, 96 85th St. Brooklyn N.Y. 11209
(212) 748-6731.

1933 KB — Air cleaner ass'y, two metal tire covers complete for 7.50x18 tires, "C" or "D" series trunk for low rack, Lock ass'y for door, bumper center bolt, top section for rear license plate, front license plate holder complete, right rear tail lite extension housing, both quadrants and bezel for steering column,
Contact: Jim Rodia, PO box 86, Ocotillo, Ca. 92259.
(714) day 358-7549, nite 358-7334 Collect.

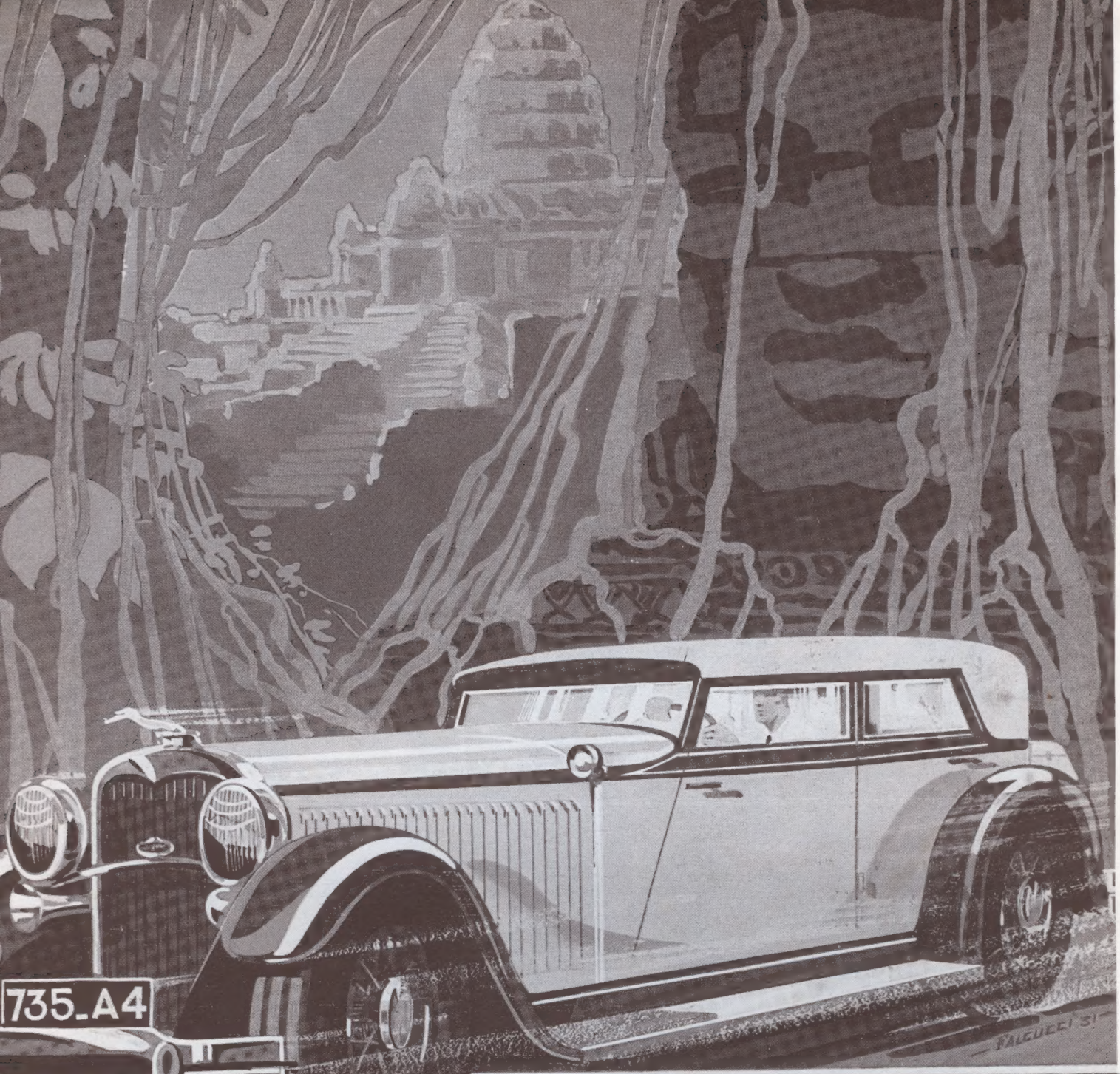
1935 K — Rebuildable complete Stromburg carburetor type EE-22. Will purchase or trade for same (&pay difference) a Carter B&B 1938 Chrysler "6" carburetor.
Contact: Ed White Jr., 5416 Tidewater Dr., Norfolk Va. 23509

1928 — Locke 7p Sport Touring. Wiper motor, gear shift knob, liters, top saddles, rear compartment lamp lens and bezel.
Contact: Tom Watling, PO Box 670, Turlock, Ca. 95380
(209) 667-1000.

1929 L — Many thanks to our president Sig Stensland, the restoration of my 1929 Locke Sport Phaeton nears completion. Sig helped me by finding parts which in this country are unobtainable. There is one part that not even he could find, a windshield for the rear cowl. Who can help???
Contact: Jan Van den Bergh, Bezuidenhoutseweg 468, 2594 BE, The Hague, Holland.







Comparable à ces temples d'Asie dont la beauté de chaque détail concourt à l'harmonie de l'ensemble - œuvres de générations d'artisans - la Lincoln, mécanique de précision avec ses 6.500 opérations effectuées au 25/1000 de m/m est le chef-d'œuvre de la construction automobile. Ainsi l'a voulu Henry Ford qui signe la Lincoln comme autrefois l'artisan signait son œuvre.

Magasin d'exposition : 79, Avenue des Champs-Élysées - PARIS

LINCOLN